

the matter is that it's not in the national interest to stop this study in its track. They're not doing it just because they want to. They're doing it because the Nation has grown. The system is at capacity. It needs to be redesigned to accommodate the movement of people by air through this New York region. If we don't do it, they will have to go by train, and that's almost at capacity. And the roads are congested. It will slow down our economy. It will impact and affect the growth of the whole region if this can't go forward.

So, I would urge people to defeat the amendment. We will work with the Member from New Jersey and others to make sure they're sensitive to local noise concerns, but this is not the way to do it.

I urge rejection of the amendment.

Mr. KNOLLENBERG. Mr. Chairman, I yield back the balance of my time.

Mr. FRELINGHUYSEN. Mr. Chairman, I yield myself 1½ minutes.

For well over 15 years, I've been an advocate of reducing aircraft noise over northern New Jersey. I have attended dozens of public hearings, had meetings with FAA officials, responded to thousands of letters from constituents whose lives have been negatively affected by the existing air traffic patterns and related noise. I have been more than a proponent of a design of air space over New York and New Jersey metropolitan area, the first such redesign conducted by the FAA, but I have actually been working on funding for this design plan.

And let me say, I respect Mr. OBERSTAR. I respect all of the big guns that are out against this amendment. But the issue is, and Mr. OBERSTAR mentioned it, is that the FAA has always been dismissive of aircraft noise concerns. We're not trying to say that we shouldn't be concerned about airline safety and too much congestion, and we don't want to do damage to our airline industry, but for those in the flight patterns now, what they propose negatively affects our constituents in northern New Jersey.

Quite honestly, the FAA, if you will pardon the expression, has been blowing us off for a long time. They've been dismissive. So this amendment is all about sending a wake-up call to Administrator Blakely.

Mr. Chairman, I reserve the balance of my time.

Mr. OLVER. Mr. Chairman, I move to strike the last word.

The Acting CHAIRMAN. The gentleman from Massachusetts is recognized for 5 minutes.

Mr. OLVER. I yield to the gentleman from Illinois (Mr. COSTELLO).

Mr. COSTELLO. I thank the gentleman for yielding, and I rise today in opposition to the amendment.

As Mr. MICA said, the last comprehensive change to the air space Northeast corridor occurred in 1987 and 1988. Since that time, the traffic has grown significantly. Delays and inefficiencies in the New York-New Jersey-

Philadelphia metropolitan area must be addressed as they have reached an all-time high.

Eighty-six percent of the delays caused by the New York center were due to the air space volume. Let me repeat that. Eighty-six percent of the delays caused by the New York center were due to air space volume.

In the first quarter of 2007, the five airports with the worst on-time performance were Newark, LaGuardia, O'Hare, JFK and Philadelphia. Four of the five airports are part of the air space redesign. The New York-New Jersey-Philadelphia air space will handle 15 to 20 percent of all of the air traffic in the Nation by 2011.

The FAA has a specific process in place that it must follow in implementing the air space redesign. Over the course of the project, the FAA has held over 120 meetings to allow stakeholder input, many of which were not required by law. My colleagues, Mr. ANDREWS, Mr. SESTAK and I have asked the GAO to look into the air space redesign to make sure that the FAA has followed the law in implementing this redesign. However, I do not believe that we should be halting the project at this time. It is too critical to our system not to go forward.

Congress should not pick winners and losers in the air space redesign debate. This amendment is asking us to do just that. And for that reason, I ask my colleagues to oppose the amendment.

Mr. OLVER. Mr. Chairman, I yield the remainder of my time to the gentleman from New York (Mr. FOSSELLA).

Mr. FOSSELLA. I thank the gentleman for yielding and rise in strong opposition to this amendment, with much due respect to my friend and colleague from New Jersey.

And in large part it has been echoed, but let me repeat it. If anybody who was sitting on a runway, whether you are across this country, especially in LaGuardia or Kennedy, and in particular, Newark Airport, you would be stampeding this House to ensure that this redesign go through. The reason being, as has been detailed extensively, and who knows it better than the riding public, is that congestion is at all all-time high and only will get worse unless this plan is put in place.

The second, and perhaps I would, quote, in clean hands talk with respect to air noise with the people of Staten Island, that practically every plane that takes off to the south goes over Staten Island. So I can appreciate those who don't want more planes going over because the people in Staten Island suffer every day.

The preferred alternative in the plan will reduce traffic from Newark Airport from about 20 minutes to 12 minutes; will reduce air noise, as I said, over Staten Island; will reduce costs to airlines by \$248 million by 2011; and a 1999 study showed that by 2010, we would hurt the U.S. economy by about another \$4 billion, and the preferred alternative outlined in the plan could

save our economy as much as 7 to 9 billion.

It is important and imperative that this plan go through. The riding public deserves it. Those sitting on runways now deserve it. Those waiting to get to Newark or any other airport deserve it. And I would just urge a speedy and urgent opposition to this amendment.

Mr. FRELINGHUYSEN. Before yielding to my colleague from Connecticut, this appropriations bill relating to the FAA has always carried language directing the FAA to deal with the issue of air noise. It has been repeatedly ignored.

Mr. Chairman, I yield the balance of my time to Mr. SHAYS of Connecticut.

Mr. SHAYS. I thank the gentleman for yielding.

The Frelinghuysen-Shays-Garrett amendment should be adopted. The big guns, the chairman of the Appropriations Committee involved in transportation and, the ranking member and the chairman of the full Transportation Committee, and the ranking member are all against it. And what they're doing is sending a message once again to the FAA that they can continue to be arrogant, that they can continue to ignore the public, that they can continue to do whatever they want as it relates clearly to safety and efficiency, but they don't have to care about anything else. They don't have to care about quality of life. They don't have to listen to anybody about quality of life, particularly as it relates to impact of noise. They can ignore us as they have continued to ignore us throughout the years.

So now what you will have in LaGuardia is planes taking off twice as often. They will veer to the left, then they will veer to the right. They will veer to the left, they will veer to the right. They won't run these planes over Long Island Sound. They will run them right over individual homes. They don't care. They don't listen. They don't give us an opportunity to speak.

I have constituents who have attended hearings, but are told, Listen to us. You can't testify.

If we want the FAA to come and allow testimony, they say we'll come to Danbury (where the planes are at 8,000 feet), but we won't come in to Stamford where they're 4,000 feet. They don't want anyone to know what they're doing. We need to pay attention to them. We need to give some authority to those in the community who have a different view . . . to those who are concerned about noise and quality of life.

I rise today in support of the [Frelinghuysen/Shays/Garrett] amendment that would prohibit funding for the Federal Aviation Administration to implement its New York/New Jersey/Philadelphia Airspace Redesign for one year until FAA Reauthorization is complete.

First, let me say I understand the FAA's desire to improve efficiency at LaGuardia, Newark, Teterboro, Philadelphia and JFK. I represent a great number of business travelers who are frustrated by long delays at many of these airports.